MERRY CHRISTMAS!
The determination of a group of Greater Portland men that a wartime shipyard would not become a peacetime graveyard, has meant the creation of permanent new revenue for the Portland Terminal Company and the Maine Central Railroad.

On the site where today a person might well have viewed the decaying grandeur of the World War II New England Shipbuilding Corporation, instead may be seen a successful nucleus of small, large, and widely diversified industries which utilize the services of our railroad.

At the request of a group of civic-minded Portland and South Portland citizens, the state legislature at the close of the war, passed an act to create the Greater Portland Public Development Commission. A non-profit organization, given no appropriation of state funds, the Commission had only the power to acquire surplus Federal Government property in South Portland.

The Commission was fortunate in obtaining the services of Laurence C. Plowman as industrial advisor. Through Yankee ingenuity and astuteness, and with little or no capital, the Commission succeeded in obtaining title to the so-called West Yard. During the initial stages and subsequent development of the Yard, Plowman proved to be a moving force.

They were successful in leasing space in the yard to several small firms, sold 19 acres to create the Pocahontas-Calso oil terminal featured in our February, 1951 issue, and recently acquired the 45-acre East Yard and the spur tracks serving the properties for further industrial expansion.

Since 1946, some 30 firms employing 1,200 people have located on the site and therein lies our story.

Among the firms is the familiar name of one of the Maine Central's good customers, the Forster Manufacturing Company. With plants located at Mattawamkeag, Strong, and East Wilton, and offices at Farmington, the Forster company is a five-year tenant at the Yard, manufacturing spring clip clothes pins. They receive the wooden sections of the pins by rail from Mattawamkeag. At South Portland, the metal spring clip is manufactured, the pins assembled, packaged, and shipped. The plant employs 200 in year-round operation and produces 6,000 hard wood clothes pins a day. James Ring is plant manager.

Two firms are comparative newcomers to the Maine scene and have been welcomed to the Maine Central family of shippers.

Quality House Specialties Corporation is a sardine and food processing concern that located in the Yard in 1947. Seeking the cotton-seined herring of the Casco Bay area, the firm seasonally employs from 150-175 women and 40-50 men. During the Winter months they are engaged in processing codfish cakes. They operate two 83-foot sardine carriers, the Dracula and Mariette, and in addition to their large packing plants, utilize three or four other buildings in the Yard for storage. John Soper is plant manager.

Nearby is Deep Sea Products, Inc., which, under the direction of R. L.
Kerr, produces fish meal and oils, and commercial and vitamin oils. Located on the former outfitting pier, Deep Sea’s year-round output is consumed by the poultry industry as a feed supplement. A fascinating operation from the receipt of trash fish and pogies, to the final products, there is scarcely a single drop of waste. For fish meal the fish are steam cooked, pressed and de-watered to a 50 per cent moisture cake, then further dehydrated, to six to eight per cent moisture content, ground and pulverized and blended to a dry meal of the correct protein and vitamin level. During the process the valuable fish oils given off are processed through another series of formulas, and even the water is evaporated and turned into valuable fish solubles of high vitamin content.

Another important newcomer to the East Yard area is the Phenix-Pabst-Ett Company. This firm produces from the lowly sea moss so abundant on the Maine coast, a stabilizer essential to the preparation of ice cream mixes and chocolate milk. A subsidiary of Kraft Foods, Inc., the local concern started operation in the Yard in April of this year, employs 40 in a year-round operation, and for a single example, receives a 37,000 pound carload of sea moss by rail from Nova Scotia every ten days. Plant manager is M. L. Pellicani.

A fourth Maine Central customer is Stanley & Cadigan Company, lessors of construction and road equipment and the Portland Machine Tool Company undertaking increased production on wartime contracts.

The Greater Portland Public Development Commission operates two, 44-ton diesels over its spur tracks and the “Burma Road,” the 2.3 mile spur built under our railroad’s supervision during World War II to serve the yard connecting with the Portland Terminal Company in Yard Three near Elm Street, South Portland. Over it we receive and deliver our commodities.

A third diesel, a 70-tonner, is currently under lease to our railroad and is housed in the Rigby Engine House.

To the members of the commission, Edward S. Boulos, H. Nelson McDougall and Ralph A. Leavitt, all of Portland; and Walter W. Winchenbach, present chairman, and John H. Mann, South Portland, the people of greater Portland owe a debt of gratitude for their faith in the economic development of the Yard. Employees of the Portland Terminal Company and the Maine Central Railroad, too, are grateful for their opportunity to serve these healthy new industries on our lines.

Progress in Safety Casualty Rates
(per million man hours worked)

<table>
<thead>
<tr>
<th></th>
<th>MAINE CENTRAL</th>
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<tbody>
<tr>
<td></td>
<td>10 Months</td>
<td>10 Months</td>
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<td></td>
<td>1950</td>
<td>1951</td>
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<tr>
<td>System</td>
<td>5.18</td>
<td>6.89</td>
<td>33% Increase</td>
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<tr>
<td>Stores Department</td>
<td>12.19</td>
<td>0.00</td>
<td>100% Decrease</td>
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<tr>
<td>Engineering Department</td>
<td>3.54</td>
<td>3.51</td>
<td>100% Decrease</td>
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<tr>
<td>Mechanical Department</td>
<td>6.53</td>
<td>7.55</td>
<td>16% Increase</td>
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<tr>
<td>Operating Department</td>
<td>5.96</td>
<td>10.80</td>
<td>81% Increase</td>
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The operation of our railroad requires "round the clock" performance. Accident prevention work requires "round the clock" vigilance.

Undivided attention must be given to both of these, if we are to have a safe and successful railroad.

Seaway Will Doom Important Import Cargoes
Edgar Tells Vets

Edgar asserted that it was "high time that we New Englanders took a firm stand against the further diversions of our hard-earned money into taxpayer supported projects which are designed to benefit somebody else at our expense."

Retiring Vets President Gene Winslow was toastmaster. New officers elected at the meeting included Joseph D. Meehan, president; James Sullivan, vice-president; and John J. Keating, secretary-treasurer.

LONGEST TRIP

A new record for special charter service was established by the Maine Central Transportation Company recently when a chapter of the Future Farmers of America from Colebrook, N. H. traveled to a national convention at Kansas City.

The trip covered 4,045 miles and covered the northern route out and the southern route back, passing through 22 states and requiring 17 days to complete.

An editorial hats off to Operator Slim Wheeler who discovered and sold the charter and then completed the trip through unfamiliar territory without a single mishap.
Retirement Benefits Expanded

Higher pensions for retired railroaders, plus benefits for their wives, if over 65 years and increased benefits for survivors of employees are the chief gains made by railroad employees in amendments to the Railroad Retirement Act passed in October by Congress.

No change was made in the established tax schedule which means that the present rate of 6 per cent will increase to 6 1/2 per cent on Jan. 1. The tax base remains at the present wage base of $300 monthly.

The Railroad Retirement Board summarizes the principal changes in the law as follows:

(1) Most retirement benefits will first be raised by 15 per cent. The higher payments will go to all persons now on the rolls as well as to those who will retire in the future. The maximum annuity now payable will rise from $144 to $165.60 a month.

(2) A monthly benefit will be allowed for the wife of a retired employee over age 65, if she is also over age 65 or has children under 18. This benefit amounts to 50 per cent of the retired employee's benefit up to a maximum of $40. The wives of about 80,000 retired railroad employees will receive increases averaging 30 per cent, and 150,000 survivors of deceased employees will get increases averaging 45 per cent in their monthly benefits.

(3) Service after age 65 is now credited toward retirement, but the most service that can be counted when service before 1937 is included is still 30 years.

(4) The monthly benefits payable to the survivors of deceased railroad employees will be increased by 33 1/3 per cent and lump-sum death payments by 25 per cent. The maximum amount payable to a family will rise from $109 to $160 a month.

(5) A survivor will now be permitted to earn $50 a month in social security employment without losing that month's annuity payment.

(6) A new minimum provision is added which will guarantee that both retirement and survivor benefits paid under the railroad system, together with any social security benefits which may be payable, will in no case be less than the benefit the social security system would have paid if railroad employment were covered by that system. This will in many cases produce increases over and above those already mentioned.

(7) In the future, employees who retire with less than ten years of railroad service, and the survivors of those who die with less than 10 years of service, will receive their benefits under the Social Security Act the same as though the railroad service had been performed under that Act.

(8) A reduction will be made in the amount of retirement benefits payable to an employee who is also entitled to a retirement benefit under the social security system and who worked in railroad employment before 1937.

(9) The board estimates that 250,000 retired railroad employees will receive increases averaging 30 per cent, and 150,000 survivors of deceased employees will get increases averaging 45 per cent in their monthly benefits. The first checks to include some increases were scheduled to go out by Dec. 1. Other increases will be made as soon as possible. No action is required by any beneficiary until notified by the Board.

Three Guesses

In recent months we have seen the demand for secretaries in Washington has become so great that applicants are given only one test: They are put in a room with a sewing machine, washing machine and a typewriter. If they can pick out the typewriter, they are hired.

BUS COMPANY MAKES "BRUCKS"

The Maine Central Transportation Company shortly will introduce into service on lines where it carries both passengers and mail, a new-type vehicle which can best be described as a "bruck."

The first known vehicle of its kind in the East, it is actually a regular type ACF passenger bus converted into a combination passenger and express hauling transport. Three of the company's regular coaches will be converted for this service.

General Manager E. D. Westcott explained that the combination is the Company's challenge to light passenger loads on short hauls, coupled with disappearing express revenues. In the latter case, the Company, at some points, has had to provide daily service by truck delivery even though the volume consistently is so small that it operates at a loss. Recent policy changes by the Post Office Department, too, indicates further loss of some mail contracts, Westcott said.

The first vehicle converted, a former 37-passenger coach, had 17 seats removed in the rear. A plywood partition was erected with an access door from the front area. Twenty passengers may be carried comfortably in the forward section, while a spacious storage space has been created in the rear. The back section will be unloaded through double doors at the rear of the vehicle.

Reconditioned and newly-painted in the familiar blue tones of the bus lines, the "brucks" will enter service on the Bingham and Dover-Foxcroft lines.
Pittsfield Operator's Son
First Korean Casualty
Bridge Dedicated To Him

By ANN NEWCOMB

Armistice Day, 1951, bore a solemn significance for Second Trick Operator and Mrs. O. E. Buckley, Pittsfield.

As 500 citizens bowed their heads and Taps was sounded, the Buckleys rose to dedicate the Waverly Avenue Bridge linking the northern sections of the town across the Sebasticook River, in the name of their son, Capt. Oliver Edward Buckley, Jr., Pittsfield's first casualty in the Korean conflict.

The Buckleys unveiled a granite plaque upon which their son's name was inscribed with the legend: "Dedicated to the men and women of Pittsfield who gave their lives in the Korean conflict."

Oliver Edward Buckley, Jr., Pittsfield Operator's Son

Captain Buckley, born in Burnham, March 26, 1921, was a veteran of World War II. He was a graduate of Maine Central Institute in the class of 1939 and attended the University of Maine for two years where he was a member of the Beta Theta Pi fraternity. He entered the United States Military Academy at West Point in 1941, resigning in 1942 to join the Army Air Force.

He was commissioned a second lieutenant on his graduation from flight training, and promoted to first lieutenant in 1944. He received his honorable discharge in 1946 and was an Air Force reserve B-26 pilot. He was recalled to active duty in August, 1950, and left Dec. 16 for Japan where he served with the 13th Squadron of the Fifth Air Force's Third Bomber Group.

He was promoted again there. Reported missing in action Jan. 9, 1951, he was later reported killed in action on a fighter mission over Korea. U. S. Senator Owen Brewster was speaker at the dedication and also seated on the platform were Captain Buckley's grandparents, Mr. and Mrs. F. P. Shaw of Burnham. A wife and daughter Susan of Albany, Ga., survive Capt. Buckley.

Among Those Retiring

Elmer E. Marston, 66, of 528 Riverside Street, Portland, conductor on the Portland-Waterville trains, after 46 years of service. He was employed as a trainman in 1905 and set up to conductor in 1909.

J. Fred Bendelow, well-known conductor on Trains 5 and 22 Portland-Bangor, also with 46 years of service, being employed as a trainman in 1905 and set up to conductor in 1909.

Adelard Albert, 67, of 5 Cond Street, Winslow, boilermaker helper at Waterville Shops, after 46 years of service.

George E. Thompson, 72, now of 69 NE 102nd Street, Miami, Fla., Mountain Subdivision conductor, after 50 years of service.

Antoni Grzyb, 65, of 19 Salem Street, Portland, after 27 years of service just received his annuity having last worked in 1946.

Charles E. Hackett, 67, of RFD 1, Bowdoinham, former station agent there, after 46 years of service. He entered railroad service in 1905 as a conductor on the Portland Division and had been operator at Richmond and Monmouth, agent at Yarmouth Junction, Belfast, Richmond and Bowdoinham.

Leroi A. Stoddard, Sr., trackman at Eaton since 1936.

William A. O'Neil, 65, wrecker at Rigby, after 46 years of service.

Operation Intake

Construction of a $1,000,000 auxiliary water intake pipe line at Sebago Lake by the Portland Water District turned our station into a beehive of activity there the past summer.

Now nearing completion, the project represented substantial revenue to the Maine Central Railroad and the Boston and Maine in handling more than 150 carloads of heavy 54-inch and 60-inch pipe through which 40,000,000 gallons of water will flow daily to Portland consumers.

Materials for construction of the 6,500-foot auxiliary line were billed to Steep Falls where Agent P. L. Overfield handled the paper work. In addition to the pipe itself, there were adapters and reducers—odd shaped concrete pieces for the job—and material for a coincident project to provide a standpipe for the Town of Standish and vicinity.

The lock joint pipe, which was shipped from Philadelphia, cost $32 a foot for the 54-inch variety and $40 a foot for the 60-inch. It had steel ends and is reinforced with iron rods. Each section has a half ton of metal in it.

The pipe was shipped three to a gondola and required 50-foot gondola cars to be accommodated. At Sebago Lake Station the Ellis C. Snodgrass Co., contractors for the project, lifted the sections off the cars with a crane. The lock joint pipe, which had a capacity of two and a half cubic yards of fill at a scoop, or a big dump truck load. The State Highway Commission, alert to its responsibilities, insisted that the monster be dismantled and shipped by rail.

Revenue From Construction At Lake

Construction of the Sebago intake has caused queer happenings in the Portland area. For example one citizen, turning on his garden hose that was temporarily without a nozzle, stood goggle-eyed as a stream of small smelts, finger long, emerged from the hose and flopped about on his lawn. Water District engineers reassured the startled citizen that it was only temporary. Screens in the screen house have pulled free, permitting the fish to move into the intake line and thence into the transmission line to the Portland area. Even small salmon have been removed from the transmission line in Portland, 13 miles from the lake.

The Sebago project offered several interesting sidelights since it is the first construction of this kind to be undertaken in the days of modern machinery and methods. The Snodgrass Company is digging a deep channel in the lake to lay 800 feet of 60-inch submarine pipe on a "V" shaped up grade to a chamber where the water flows through a screen at the intake. Wooden forms were set up inside a huge steel encasement to keep out the water. High water levels last Spring made it necessary to fill in two acres of a cove where the new intake was being constructed. Two divers connected the submarine pipe in 16-foot lengths.

A water intake line built in 1865 and abandoned in 1925 is being removed and the auxiliary line laid in its place. Mountains of fill have been removed from the trench for it. In every 16 feet, or the length of each section of pipe we hauled, 250 cubic yards of fill were removed. To do the work an 80-ton power shovel was used that had a capacity of two and a half cubic yards of fill at a scoop, or a big dump truck load. The State Highway Commission, alert to its responsibilities, insisted that the monster be dismantled and shipped by rail.

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A HOLIDAY GIFT FROM US

Christmas means many things to many people, but to members of the Maine Central family each year it means a holiday rush of passengers, express and mail.

The old fashioned New England idea of Christmas is still based on the spirit of giving. Taking the Christ out of Christmas to make it Xmas; the new-found commercialization; can not completely over-shadow our deeper knowledge that Christmas means an unselfish glow of good feeling. A glow shared with our fellow employees and our customers.

As railroaders we have much to give at Christmas. Good Will Toward Men is no modern advertising slogan. It's an ancient belief is our constant guide. Good will is seeing to it, that rushed though we may be, a mailed gift gets that extra touch of care, a personal knowledge that we've done our share to get the express out on time. That's the glow of good will toward men. If you have it, it spreads to those working beside you.

TO OUR REPORTERS, READERS AND FRIENDS —

Merry Christmas Everyone!

—The Editors

SEARCH ON FOR HIDDEN SCRAP

A concerted effort to boost the Nation's defense needs by recovering hidden scrap is underway on the Maine Central and in the Portland Terminal Company, it was announced last month by H. M. Rainie, vice president-Purchasing and Stores.

A committee of Maine Central men already is canvassing some points in an attempt to recover hidden scrap, possibly obsolete machinery, track, and bridge and building department facilities.

Committee members include Traveling Storekeeper James E. Mills, Master Mechanic Harold G. Hook, Division General Car Foreman Joseph D. Rourke, Engineer, Maintenance of Way J. W. Wiggins and W. H. Chaplin, liaison man from the Boston and Maine.

The very term "hidden" scrap indicates that cooperation of all employees is solicited by the committee in uncovering the less obvious types of materials and facilities that may be turned into badly needed scrap metal.

Mills, committee secretary, said that the larger points in the Terminal and on the Maine Central will be surveyed first. Trainmasters in their territory will assist the committee. Movement of the scrap will be directed by the Storekeeper Department.

THE COVER

"And I want some dollies," says Anne Elizabeth Scully, three, to Santa Claus at Peck's in Lewiston. This photogenic little miss is the daughter of Bates Manufacturing Company employe and Mrs. John Paul Scully, Jr. and the granddaughter of our Industrial Department's J. P. Scully.
Ruth Mangum, secretary in the Law Department, spent a few days in New York, seeing the shows and shopping. Ruth's Hollywood substituted for Miss Mangum. Katherine Mc Kinley who is a very pretty nurse, had her vacation during the week of Nov. 5, and she too was lucky enough to spend the holidays in New York.

Alice Jessen, a former Accounting Department clerk, visited the office force one afternoon last month. We were all pleased to see her again.

Clerk Grace Morrison passed the Armistice week end visiting friends in New Haven. Edward C. Paine, special assistant to comptroller, was in Bellows Falls, Vermont, Nov. 11.

Bookkeeper Frank O. Woodbury was a November vacationist.

Bookkeeper Ernestine V. Grimes went to Woodstock, Vt., for the Armistice week end, at which time she attended a meeting of the New England Council for Young Republicans. She also took a trip to Bangor for the quarterly meeting of the Maine Council of Young Republicans Nov. 24.

Clerk Dan and Woodbury states that he and a friend, Charles Patton, were in Sweden, Me., Nov. 5, 9, 10, for deer hunting. They were unsuccessful, but Dana reports that on the last day they saw six fleet-footed deer within an hour and a half. He said that one buck he saw was without exaggeration 12 points, weighing between 250 and 300 pounds. Excuse—no rifle with him.

Other unsuccessful novices were Carl Brown and Thomas McMulkin, who tried their luck while vacationing at their camp at Moosehead Lake.

At this writing Edwin W. Farrar is enjoying a well-earned vacation.

Mr. and Mrs. Theodore E. Grover were honored at a surprise party Nov. 9 at their home on Marlowe Street, the occasion being their 25th wedding anniversary.

The party was given by a family group including Mr. and Mrs. Charles Miller, Fred H. Drake, Mr. and Mrs. Neil A. Jessen, Mr. and Mrs. Earl E. Negner, Mrs. Grover's daughters, the Misses Margaret Ann and Janet E. Grover.

Mrs. Marion Curry, matron, Building Department, spent her vacation visiting a sister in Kittery recently.

On Nov. 5, some 250 years of age and 150 years of railroad service were represented when Retired Conductor J. A. Emery, 79, visited Retired Conductor H. G. Hilton, 82, at his home in Lewiston and then they both went to call on Retired General Agent E. W. Cunningham, 89.

Trainsman Worman and the Mrs. accompanied by Miss June Bowman, made a trip to Arroostook County, then to St. John N. B., Trainsman George Glaster of the Eastern Division, who has been off duty for a long period on account of an injury, is back on duty.

Sympathy is extended to Mrs. Walter Buren on the death of her husband in Bangor. Walter was employed for many years as a messenger for the Railway Express.

Fireman Severn of Waterville has completed a new foundation under his garage as well as painting the interior.

Engineer and Mrs. James Fay, who was a delegate at the convention of the Maine Association of Railroad Veterans held at New Orleans, also took a trip to California. Sympathy is extended to the relatives of Retired Conductor Joseph Blanchard who died at Waltham, Mass., Oct. 26.

Two of our trainmen at this writing are on the fifth floor.

FATHER AND SON team were Conductor George MacLean and son Rodney, himself the youngest conductor on the system, when they were working W-12 together a couple of years ago.

Trainman Wortman and the Mrs. accompanied by Miss June Bowman, made a trip to Aroostook County, then to St. John N. B., Trainsman George Glaster of the Eastern Division, who has been off duty for a long period on account of an injury, is back on duty.

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Two of our trainmen at this writing are on the fifth floor.
Operator Libby, incidentally, knocked over a long one, 10 (point) up.

Frank, and Chuck Foss. Anyone for cast-nuts?

Operator Jordan of Bangor who shot himself in the foot accidentally while hunting. The same to Wilbur Bryant whom we hear is alive.

Harry Hubbard has left the Belfast job to bid off a long one. Reporting trickling in from the hinterlands has it Les Grant is eyeing the Bingham job to tone up his muscles. All the boys are rooting for a quick recovery.

We're sorry to report Doc Edwards off sick as well as sympathy to now Operator Jordan of Bangor who shot himself in the foot accidentally while hunting. The same to Wilbur Bryant whom we hear is alive.

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his coat pocket, go down to the store and
"Thanks, Dr. Scribner (The Company Doc­
back. Arriving there Hall said to the elder­
ging on the destroyer Putnam in foreign waters. They
registrant at the recent teachers convention in Port­
THE HUMPHREYS are left, Elizabeth E., now in her
An old lady on 129 the other day asked
that although he was quite bulgey he was
11 P.M. to 7 A.M. the other night then
Poor Bill, he not only lost the
Narrator Told me I must have more exercise."
Telling off at Boston for a day on her return.
Sympathy is extended to Mrs. Albert
James E. Kyan and Paul Fessenden.
'75 years ago Column' of a local paper: "Sixteen hundred
in New York and Washington, D. C.
Teague showed two of our former employes,
We were pleased to have as a recent visi­
he has resigned his duties in the past few weeks; his condition is improved
that in 1906 when the war came Mrs. Scribner, who is now employed in
Mr. and Mrs. Robert Davidson have an­
Clerk and Mrs. Francis J. McFarland, who
Freight Clerks Alice A. McLaughlin and
Telling off at Boston for a day on her return.
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An old lady on 129 the other day asked
Nurse M. H. Pollson, son of Mr.
"The Humphreys are left, Elizabeth E., now in her
Rev. Francis McFarland, who was
a vote for the present, Your correspondent enjoyed a week's visit
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"The Humphreys are left, Elizabeth E., now in her
MOVING this miniature mountain at Rumford in 1913 were left to right, Fred Parsons, engineer; Walter Wil­liams, foreman; Jack McLeod and Buster Edgecomb, trainmen; Steve Young, conductor

Rigby Engine House

By ALBERT B. WETMORE

During the past month we had two visi­tors in connection with our diesel engines. Emil Stepanik who delivered the latest of our diesel equipment, engines numbered 334 and 574. Stepanik is a representative of the Electro Motive Corp. We also were visited by Mr. Hazen who is their eastern repre­sentative.

Maschinist Helper Robert and Mrs. Wads­worth received a surprise visit from their daughter who resides in California.

The first of our deer hunters to depart was late on the job one morning this week. He is getting along nicely at this writing.

Electrician Walter Emery's wife is under treatment for a heart ailment.

Electricians' Helper Wagner and Mrs. James E. Malia spent the Armistice Day holiday week end visiting in Lowell, Mass.

Walter Flaherty spent the Thanksgiving holiday with their daughter and family, in Lowell, Mass.

FOREIGN NEWS

The most contemporary experience of the day is that of travelling by air. The simplest and quickest way of getting to any place is the aeroplane, which can travel six times as fast as the fastest train.

Having a flight on a midsummer day to Paris, we reached the capital in about two hours and thirty minutes, a distance of about sixteen hundred miles.

The first thing that struck us was the almost total absence of traffic in the streets. The only signs of human life were a few bicycles and a few motor cars.

We visited the Eiffel Tower, the Louvre, the Palace of Versailles, and the Petit Palais. We also visited the city of Nantes, where we had the opportunity to see the famous bridge over the Loire River.

We then proceeded to Bordeaux, where we found the climate much warmer than in Paris. We visited the vineyards and tasted some of the wines that are famous throughout the world.

After spending a few days in Bordeaux, we returned to Paris and took the train to Lille, where we spent a few days looking over the new air-filter washing machinery that is being installed at the Paris airport.

We then proceeded to London, where we visited the Houses of Parliament, the Tower of London, and the British Museum.

After a few days in London, we returned to Paris, where we spent another few days looking over the new air-filter washing machinery that is being installed at the Paris airport.

We then proceeded to Rome, where we visited the Colosseum, the Forum, and the Pantheon.

After spending a few days in Rome, we returned to Paris, where we visited the Louvre, the Palace of Versailles, and the Petit Palais.

We then proceeded to Brussels, where we visited the famous Grand Place and the Manneken-Pis.

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Bill Graham, third trick operator at Deer-Pond Junction, is on the move again. He has taken up residence in South Windham about one mile beyond his old homestead. I understand he likes his new place much better as his landlord has got the cellar completely equipped for a wood-working shop.

Art Strock assisted Bill in moving to his new place.

Few weeks on second trick at Cumberland Mills has returned to his old hangout, second trick, Tower Five, tired but refreshed as far as station accounts are concerned.

Mr. and Mrs. Maynard M. Kinney of St. George Rd., are a member of the Grange and the Maine Poultry Association. He is in business with his father.

Engineer Lowell Chapman has returned to work on No. 55-56 and 57 after several weeks illness.

Coach Cleaner F. A. Montgomery is doing some hunting out of the town and has been gone for several weeks.

Machine operator Jack Clough and party were hunting at Falmouth for a few days with some success.

Sectionman A. J. Mank is on vacation. Crossingtender Harold Walsh has gone to Rangeley hunting for two weeks.

The couple left for a wedding trip to Canada. The bride is the daughter of Mr. and Mrs. Bryant, a form­er clerk in the Augusta office counters, sanded and varnished the ticket office roof on sunny days. Despite Cameron's efforts by removing the leak, they haven't been able to find it yet. Dave says it may be in the windows on sunny days and on rainy days. It is too wet outside to fix it and whereas it is only a small leak the water can be readily caught in a pelvis conveniently placed on the floor.

Baggage man Olin Gordon has gone deer hunting and we are all anxiously awaiting for him to get back as he has promised us some of the deer meat.

Freight Clerk Clyde Cooper has certainly made the freight office attractive. He has placed inlaid linoleum on the floor and office counters, and arranged the desks and chairs in such a manner as to present a very neat and clean office to the railroad customers who call.

Section Foreman Albert Allaire visited Frank sword in Rangeley. Sigmal Maintainer George Curtis has been reporting very few reports of trouble in the woods and near vileness; that is to say, loud gun reports, frequently heard by the natives followed by noises like someone running through the woods at top speed and yelling in the woods. No reports have been received, however, as far as present is concerned. George will bring home the venison if he hunts long enough.

Track Supervisor Wes Martin called at the office this month. Former Operator James Merrill, who is a Gardiner native, was home over Armistice Day. He is promoted to private first class in the Air Force and is stationed at Sampson Air Force Base in Geneva, N. Y.

Freight and repair crew from Brunswick repaired the baggageman's door and replaced plank on the bridge walk this month.

Second Trick Crossing Tender Frank Sweatt's daughter gave birth to a seven pound baby girl, Nov. 15.

Engineering has installed a new tall pipe and muffler on his car. The old muffler was loud and caused quite a lot of noise, especially late at night when Harry was returning home along the dark roadside.

Mail carrier Adolph Turcotte has bought a new Air Force Base in Geneva, N. Y.

Foreman Sweet and repair crew from Brunswick repaired the baggageman's door and replaced plank on the bridge walk this month.

Engineer Harry W. Lowell died Oct. 19 in the Reddington Hospital, Skowhegan, where he has been confined to the Veterans Hospital at Togus for serious eye trouble, has returned to the past five months with sick leave for the past five months with serious eye trouble, has returned to the past five months with a sight.

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Wonder how come Fabiola Tardifere, the Store's Department stenographer, came to work with one black and one brown shoe on? 

Deer slayers in the yard gang include Laborers: George Moreau, Bob Knights, George Knights, Don Bumps and Everett Trask.

Our vital statistics for the month are all on the debit side as there have been no new potential railroaders born this month and several deaths have occurred, viz.; Machinist Joseph Gurski, 72, died at the Sisters from fractured skull, the result of a fall at home. He had worked for the MCR about 29 years and had prior service with the Grand Trunk. He is survived by a son, Laborer Edie, Louis N. Butler, for many years a piper and sheetmetal worker, and for several years former of the Pipe Gang, died at the Sisters from heart trouble. Retired Laborer Edward Wheeler, for years sweeper in the Paint Shop, died at a convalescent home in Oakland, Arthur Smith, though not a shop man, the well known brick mason of the system, died at his home in Brunswick. Joseph Gagnon of Fairfield survived by a son, Blacksmith Gideon, Sr., and a grandson, Blacksmith Helper Gideon, Jr. James Gray at Grand Falls, N. B. Survivors include Blacksmith Helper George Gray, a brother; and a brother-in-law, Blacksmith Ralph Moore.

Piper Charlie Kent has been recalled to the machine shop, filling a vacancy caused by the death of Louie Butler.

Yard Brakeman Arthur McClain is confined to his home by illness.

Road Runner Oscar Moares has successfully concluded his last round-up, all the strays are corralled and branded including that six-month old gentleman calf that jumps over a six-foot barbed wire fence. (Some Bull.)

Mr. and Mrs. George Patterson of Western Ave, Fairfield, recently observed their 60th wedding anniversary. They are the parents of Foreman Ralph and Electrician Johanne Patterson.

Checker Dick Delano is the proud owner of a new inboard motor speed boat. It's in dry dock at the South China Naval Base.

Economist Don Dickey, and his Helper "The Bird," have been in Rumford recently.

Blacksmith Fred Rancourt was married recently.

Electrician Carl Lindvall and Helper Al Adams have been business visitors in Rockland recently.

Assistant Supt. Richard F. Dole has taken his first step in the Fall Freedom in South Portland and probably as this is read will have had his second. (N. B. Richard, we have an answer to your degree out, complete with rubber hoses, here at the shops and work with one black and one brown shoe on.)

Carman Jimmy Walker has been in the sick bay for a couple of weeks.

Helper Gerald Folsom has been acting teller in the Machine Tool Room.

Painter Helper and Mrs. Frank Miles have been visiting relatives in Bangor recently.

Clerk Dennis Chamberlain has been doing extensive landscaping around his new home on the Oakland road.

Other lucky deer hunters about the Shop include Machinist Blaine Ladel, a buck; Engineer Alfred Oliver, a buck; Welder Dick Sturtevant, a 230-pound buck; Painter Helper Bert Starkey, a jack; Carman Helper Ted Jewett, a buck; Carman Ernest Taylor, a buck; Furloughed Carman Helper Sid Shaw, a 14-point buck; Machinist Stanley Young, a jack rabbit buck; Tool Custodian Bob Fletcher, a buck; Carman Helper Ralph Fletcher, a doe; Carl Fletcher, another son of Bob's, an Albino buck; and Fred White, Life of Electrician Helper Lloyd, a buck; Brakeman Arthur McClean, a buck; and Laborer Arthur Hall, an Albino.

Late vacationers include Millmen Howard Black, Lewiston, and Henry Pooler and Foreman Chick Pooler recently purchased a new pump shot gun to spray buck shot.

Machinist Perry Morse has been attending the grand encampment and grand lodge sessions of the IOOF in Lewiston.

Machinist Helper Sam Desveaux, on his 72nd birthday recently, passed out the cigars to all the boys in the air brake department.

Machinist Phil Seversen and Electrician Fred Sipes are spending a week at Phil's camp at Baker's Siding.

Carl Hamlin, former employee at the engine house and son of Machinist Sid, has gone to work at the Pratt and Whitney Plant in Hartford.

Machine Foreman Archie Lemoyne has recently purchased a new pump shot gun to spray buck shot.

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Machinist Hazen Fowler has been covering a machinists job at Brunswick for the past two weeks.

Mrs. Nina Kent, wife of Piper Charlie, broke a large egg into the fry pan and a second perfectly shelled egg popped out, a rather unusual freak of nature.

Machinist Charlie Emery has been attending Grand Lodge of the Odd Fellows in Lewiston.

**Harmony Branch**

By Ann Newcome

Gil Fournier, rear brakeman on WB-1 and EW-2, is a grandfather again. His daughter, pinned with his second granddaughter on Oct. 22.

Mr. Estes, agent at Pittsfield, is back to work after an enjoyable vacation. He had a partridge and pheasant dinner due to his good shooting. Estes has moved from his home in Clinton to Pittsfield for the winter.

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**Grandchildren**

of Harmony Branch brakeman Gil Fournier. They're his son Roland's family from Chisholm, Me. Roland was once an Mhe brakeman too.

Spare Operator Renee relieved Agent Burr at Harmony with Burr going to Southcote. Burr and family went to Brooklyn, N. Y.; to visit friends and relatives.

O. E. Buckley, second track operator at Pittsfield, is now a member of the "Biggest Bucks in Maine Club." Buckley tagged a 247-pound, 10-point buck on Oct. 29 at Bingham.

Harvard station is a comfortable little depot once again due to a new oil stove installed the first of the month.

**STUDYING ballet and tap dancing are Stephanie, 6, and Laddie, 9, children of Painter and Mrs. Eddie Gurski. Their father is an exceptionally talented baritone, according to Ken Stevens.

Laborer Ralph Eddy of the Nut and Bolt Dispensary is confined to his home with a serious cardiac condition.
THE LAST STAND!

The early part of January may see the final chapter in the long congressional struggle over the issue of building a St. Lawrence Seaway and unless New England opponents of the project assert themselves promptly, the result may be tragic.

The Seaway, one of the real pets of the Truman administration, was tabled in the House Public Works Committee by a margin of just three votes last summer. In the closing days of that session and in the ensuing recess tremendous pressure has been applied by supporters of the Seaway to swing the Committee members to their side. There are indications that the Committee may be about evenly divided when Congress resumes in January. In fact, proponents are said to be planning a surprise push to get the project by the Committee and through Congress before the opposition can rally their strength.

New England business and transportation interests, along with organized Labor, have fought the Seaway vigorously for years. It would be a serious blow to our railroads and our seaports if the Seaway is built. At the same time it would add tremendously to the already staggering tax burden on citizens all over the country in order to construct a project that would benefit only a few mid-western industries and which clearly would never be self-liquidating.

It is urgent that every employe and friend of our railroad and of New England business and Labor generally, contact their U. S. Senators and Representatives now and urge them to stand fast in 1952 and defeat this boondoggling scheme. The time to act is now while our Senators and Representatives are home from Washington. A direct personal contact now is much more desirable and effective than a letter or wire could be next month when it might be too late.

Those who cannot conveniently contact their Congressmen should write directly to them at Washington, addressing Senators at the Senate Office Building and Representatives at the House Office Building.